

Also, this bill requires that the TSA must impose penalties for noncompliance when preventative and/or corrective maintenance does not meet contractual requirements or manufacturer specifications.

Mr. Speaker, we must provide the guidance and tools needed by the TSA to ensure the safety of the millions that travel through our nation's airports.

H.R. 2770, the "Keeping Our Travelers Safe and Secure Act of 2015" is a positive step forward in handling the issues raised by the Inspector General's report on our country's airports security systems.

I urge my colleagues to join me in voting in support of H.R. 2770.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 2770, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. KATKO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

TSA PRECHECK EXPANSION ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2843) to require certain improvements in the Transportation Security Administration's PreCheck expedited screening program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2843

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "TSA PreCheck Expansion Act".

SEC. 2. DEFINITIONS.

In this Act:

(1) ADMINISTRATOR.—The term "Administrator" means the Administrator of the Transportation Security Administration.

(2) DEPARTMENT.—The term "Department" means the Department of Homeland Security.

(3) TSA.—The term "TSA" means the Transportation Security Administration.

SEC. 3. ENROLLMENT EXPANSION.

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall publish PreCheck application enrollment standards to add multiple private sector application capabilities for the TSA PreCheck program to increase the public's enrollment access to such program, including standards that allow the use of secure technologies, including online enrollment, kiosks, tablets, or staffed laptop stations at which individuals can apply for entry into such program.

(b) REQUIREMENTS.—Upon publication of the PreCheck program application enrollment standards pursuant to subsection (a), the Administrator shall—

(1) coordinate with interested parties to deploy TSA-approved ready-to-market pri-

vate sector solutions that meet the TSA PreCheck application enrollment standards described in paragraph (1), make available additional PreCheck enrollment capabilities, and offer secure online and mobile enrollment opportunities;

(2) partner with the private sector to collect biographic and biometric identification information via kiosks, mobile devices, or other mobile enrollment platforms to reduce the number of instances in which passengers need to travel to enrollment centers;

(3) ensure that the kiosks, mobile devices, or other mobile enrollment platforms referred to in paragraph (3) are certified as secure and not vulnerable to data breaches;

(4) ensure that any biometric and biographic information is collected in a manner which is comparable with the National Institute of Standards and Technology standards and ensures privacy and data security protections, including that applicants' personally identifiable information is collected, retained, used, and shared in a manner consistent with section 552a of title 5, United States Code (commonly known as "Privacy Act of 1974"), and agency regulations;

(5) ensure that an individual who wants to enroll in the PreCheck program and has started an application with a single identification verification at one location will be able to save such individual's application on any kiosk, personal computer, mobile device, or other mobile enrollment platform and be able to return within a reasonable time to submit a second identification verification; and

(6) ensure that any enrollment expansion using a private sector risk assessment instead of a fingerprint-based criminal history records check is determined, by the Secretary of Homeland Security, to be equivalent to a fingerprint-based criminal history records check conducted through the Federal Bureau of Investigation.

(c) MARKETING OF PRECHECK PROGRAM.—Upon publication of PreCheck program application enrollment standards pursuant to subsection (a), the Administrator shall—

(1) in accordance with the standards described in paragraph (1) of subsection (a), develop and implement—

(A) a process, including an associated timeframe, for approving private sector marketing of the TSA PreCheck program; and

(B) a strategy for partnering with the private sector to encourage enrollment in such program; and

(2) submit to Congress a report on any PreCheck fees collected in excess of the costs of administering such program, including recommendations for using such amounts to support marketing of such program under this subsection.

(d) IDENTITY VERIFICATION ENHANCEMENT.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall—

(1) coordinate with the heads of appropriate components of the Department to leverage Department-held data and technologies to verify the citizenship of individuals enrolling in the TSA PreCheck program; and

(2) partner with the private sector to use advanced biometrics and standards comparable with National Institute of Standards and Technology standards to facilitate enrollment in such program.

(e) PRECHECK LANE OPERATION.—The Administrator shall—

(1) ensure that TSA PreCheck screening lanes are open and available during peak and high-volume travel times at airports to individuals enrolled in the PreCheck program; and

(2) make every practicable effort to provide expedited screening at standard screen-

ing lanes during times when PreCheck screening lanes are closed to individuals enrolled in such program in order to maintain operational efficiency.

(f) VETTING FOR PRECHECK PARTICIPANTS.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall initiate an assessment of the security vulnerabilities in the vetting process for the PreCheck program that includes an evaluation of whether subjecting PreCheck participants to recurrent fingerprint-based criminal history records checks, in addition to recurrent checks against the terrorist watchlist, could be done in a cost-effective manner to strengthen the security of the PreCheck program.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentlewoman from New York (Miss RICE) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. KATKO. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. KATKO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 2843, the TSA PreCheck Expansion Act. This piece of legislation serves as an important driving force to advance risk-based security and better secure our Nation's aviation sector.

TSA's PreCheck program, which grants expedited security screening to passengers at airports nationwide, has been an incredibly popular tool used by the Agency to improve the traveling public's airport screening experience, while moving away from a one-size-fits-all approach to security screening by identifying trusted travelers.

Risk-based security hinges on the ability to deploy our resources on those passengers whom we have not thoroughly vetted. However, the effectiveness and integrity of this program depends on TSA's ability to better market this program and increase passenger enrollment.

As the Agency has become overly dependent on alternate methods of expedited screening, such as managed inclusion, a problem addressed by Ranking Member THOMPSON's bill, which I co-sponsored, H.R. 2127, TSA has become ineffective in prioritizing enrollment and partnering with the private sector.

Only the level of innovation found in the private sector will be able to assist TSA in driving continued enrollment in PreCheck. That being said, it is important that any expansion of the PreCheck program be conducted in a secure and responsible manner, which ensures the public's security and privacy.

This bill before the Congress right now does just that. Specifically, this

legislation directs TSA to partner with the private sector to find technological solutions for expanding enrollment in PreCheck and requires the Agency to develop a comprehensive marketing strategy for PreCheck.

Additionally, H.R. 2843 mandates that the Administrator coordinate with other Department of Homeland Security components to leverage existing data and technologies while also encouraging TSA to develop alternative recurrent vetting capabilities for those enrolled in PreCheck in order to maintain the program's security effectiveness.

□ 1645

Every day, TSA screens 2 million passengers. By expanding known traveler programs such as PreCheck, we can ensure that TSA is focusing its resources on those passengers who are unknown and therefore pose a greater risk.

I would like to thank Chairman MCCAUL and Congressman ROGERS for joining me as cosponsors of this important piece of legislation. I urge my other colleagues to do the same, and I look forward to continuing our efforts to expand PreCheck in a secure and effective manner.

I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 2843, the TSA PreCheck Expansion Act.

A decade after Congress directed the establishment of a trusted passenger program, TSA announced its PreCheck pilot program in 2011. Initially, PreCheck participants were frequent flyers of major airlines, Active Duty military members, and participants in other Department of Homeland Security known traveler programs.

Over the past 4 years, PreCheck participation has expanded significantly and now encompasses over 1 million Americans who submitted biographic and biometric information and paid a fee to participate in the program.

While I am pleased that TSA has reached the milestone of enrolling 1 million people, there are 650 million people who fly in the U.S. every year, and we must keep working to bring more of them into the program.

Enrolling in PreCheck is a win-win for passengers and for airport security. Passengers get the benefit of expedited screening, and we get the benefit of an expanded universe of passengers who have undergone extensive vetting and are known to be low risk, and that allows TSA to focus its limited resources on passengers who are unknown and may be higher risk.

We can expand PreCheck participation by streamlining the enrollment process to make it more convenient and more accessible. H.R. 2843 seeks to do just that by requiring enrollment standards to include secure technologies such as kiosks and tablets

that can collect biographic and biometric information.

Additionally, this bill directs TSA to more aggressively market the PreCheck program. Getting the word out about the merits of PreCheck is vital to ensuring that the program continues to grow.

To keep Congress engaged in its progress, this bill requires that TSA report any fees in excess of administration costs.

This is also an opportunity for the private sector to work together with the Federal Government to expand PreCheck participation, and this partnership will continue to push the program in the right direction.

I urge my colleagues to support this bipartisan legislation, Mr. Speaker, and I reserve the balance of my time.

Mr. KATKO. Mr. Speaker, I have no more speakers, and I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

I support this commonsense legislation, and I congratulate my partner on the Transportation Security Subcommittee, Chairman KATKO, for authoring it.

I urge my colleagues to support H.R. 2843, and I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I once again urge my colleagues to support this strong, bipartisan piece of legislation. Miss RICE is absolutely correct: it is common sense. It is common sense that a program that has been with TSA for a while now and that has not been expanded on by TSA despite its popularity and it is common sense with respect to risk-based security that this should be passed. I urge passage of it, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 2843, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

SECURING EXPEDITED SCREENING ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2127) to direct the Administrator of the Transportation Security Administration to limit access to expedited airport security screening at an airport security checkpoint to participants of the PreCheck program and other known low-risk passengers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2127

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Securing Expedited Screening Act".

SEC. 2. FINDINGS.

Congress finds the following:

(1) The Aviation and Transportation Security Act (Public Law 107-71) authorized the Transportation Security Administration to "establish requirements to implement trusted passenger programs and use available technologies to expedite the security screening of passengers who participate in such programs, thereby allowing security screening personnel to focus on those passengers who should be subject to more extensive screening."

(2) In October 2011, the Transportation Security Administration began piloting the PreCheck program in which a limited number of passengers who were participants in the frequent flyer programs of domestic air carriers were directed to special screening lanes for expedited security screening.

(3) In December 2013, the Transportation Security Administration opened the PreCheck program to eligible passengers who submit biographic and biometric information for a security risk assessment.

(4) Today, expedited security screening is provided to passengers who, in general, are members of populations identified by the Administrator of the Transportation Security Administration as presenting a low risk to aviation security, including members of populations known and vetted by the Administrator or through another Department of Homeland Security trusted traveler program, and to passengers who are selected by expedited screening on a case-by-case basis through the Transportation Security Administration's Managed Inclusion process and other procedures.

(5) According to the Transportation Security Administration, the Managed Inclusion process "combines the use of multiple layers of security to indirectly conduct a real-time assessment of passengers" through the use of Passenger Screening Canine teams, Behavior Detection Officers, Explosives Trace Detection (ETD) machines, and other activities.

(6) In December 2014, the Comptroller General of the United States concluded in a report entitled "Rapid Growth in Expedited Passenger Screening Highlights Need to Plan Effective Security Assessments" that "it will be important for TSA to evaluate the security effectiveness of the Managed Inclusion process as a whole, to ensure that it is functioning as intended and that passengers are being screened at a level commensurate with their risk".

(7) On March 16, 2015, the Inspector General of the Department of Homeland Security released a report entitled "Allegation of Granting Expedited Screening through TSA PreCheck Improperly", in which the Inspector General determined that the Transportation Security Administration granted expedited security screening at a PreCheck security lane to a passenger who had served time in prison for felonies committed as a member of a domestic terrorist group and who was not a participant in the PreCheck program.

SEC. 3. LIMITATION; PRECHECK OPERATIONS MAINTAINED; ALTERNATE METHODS.

(a) IN GENERAL.—Except as provided in subsection (d), not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall direct that access to expedited airport security screening at an